

Mohave County Miner.

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General Mining News.

The Anderson Metals Extraction company has commenced work on the foundations for eleven cement tanks at McCabe, in Yavapai county, for its cyanide plant to work the tailings, under royalty, produced by the Model Gold Mining Company's mill. These tanks will be forty-three feet in diameter each and four feet high. There are about 25,000 tons of these tailings. The company expects its machinery to arrive within the next ten days from the east and hopes to be operating by May 15, running 100 tons per day.—Phoenix Gazette.

Word comes from New York that the terms under which the control of the Guggenheim Exploration company will pass into the hands of the American Smelting and Refining company have practically been settled. It is proposed to form a joint corporation with a capital of 49,000,000. The Exploration company will turn over to the new corporation its majority holdings in the Western Mining company of Colorado, the Velardena Mining and Smelting company of Mexico, all of the stock of the Federal Lead company of Missouri and of various other properties located chiefly in New Mexico.

Undoubtedly one of the most important strikes ever made in the Jerome district has been made in the Cleopatra Company's property. Some time ago this ledge was cut by a drift from the main of Dillon tunnel. The heavy rains, that soaked the hills thoroughly, found their way into this ledge in great quantities, causing hundreds of tons of ledge matter to cave from the top, sides and ends of the drift, exposing a showing that is a wonderful surprise to those who have seen it, and has created much excitement in the district. The broken up and decomposed condition of this ledge shows that the richer values have been dissolved out by nature's leaching process and redeposited, below or at water base.—Phoenix Enterprise.

It is currently reported that work will shortly be resumed on an extensive scale on the Guadalupe mine, situated in the Pinalo mining district, near the famous Pinalo de Bacoachi mine. A controlling interest in this property was purchased two months ago by Pittsburg capitalists. A number of these gentlemen are now at the mine and resumption of operations will undoubtedly shortly follow their visit. They have stated that, if the outlook warrants, 200 men will at once be put to work. A 40 stamp mill is projected. The Guadalupe is considered a splendid free gold milling proposition and, in addition, concessions for wood, timber, water rights, mill sites, town sites, etc., which have recently been acquired, should make it a very valuable property.—Cananea Herald.

The Model and Gladstone mines, near McCabe, narrowly escaped being flooded and several thousand dollars in damage done as a result of the creek that comes out of Chaparral gulch and passes McCabe into Lynx creek threatening to leave its bank. Thirty men worked all night fighting the impending flood. By filling sacks of sand and laying them along the bank of the creek for a distance of about 100 yards the water was kept within its course. Had the creek got beyond control the water would have crossed a flat and poured into the Model mine through several openings. When it reached the 500 foot level it would have passed through a tunnel into the 600-foot level of the Gladstone and flooded the mine.—Prescott Herald.

The experiments recently inaugurated by J. H. Beemer & Co. of using an auto engine for the purpose of hauling freight to and from their mines at Quartzsite, it is said, has proven a failure. On the 7th Mr. Beemer received at the mines an auto engine of the latest approved pattern and three trucks. The experiments conducted close in about the mine seemingly stamped the venture as a success, but on the very first real test the machine proved its utter inability to perform the work cut out for it. The three trucks were reasonably loaded and a trip from Congress Junction to Quartz-

site was, after some difficulty, accomplished, but it was found utterly impossible to coax the machine back to Congress Junction by its own power and the owners were obliged to impress several horses into service.—azette.

Archie Morrison, who is in charge of the concentrating department of the Arizona Copper company, reports that the new Hancock jig, which the company has been using for several months, is now taking the place of fifty Frue vanners, and handling 80 tons of ore per day. By careful tests it has been definitely set led to the satisfaction of Mr. Morrison and the company that the jig is doing as close work as the vanners ever did. The company is entirely satisfied with the jig, and will put in another machine, thus doing away with their entire vanner plant, and at the same time greatly increasing their output. The jigs can be run at far less expense than the vanners, and require but little room and no more water than two or three vanners. They seem to be the ideal machine for sulphide ores, and no doubt will soon come into general use throughout the southwest. During the past year many mining men from all sections have visited Clifton to examine the machines in operation here with a view of adding them to their plants later. The machines are not expensive, neither do they require large and expensive buildings and power plants.—Copper Era.

C. M. Gordon, the local manager of the Ray Copper Mines, Ltd., and Edward Dexter, the New London manager of this company, were agreeable visitors at the Blade sanctum Saturday last. They were on their way to Casa Grande where Mr. Dexter took the east bound train. He will return at once to London to complete arrangements for a resumption of work on the Ray mines on a scale in keeping with the magnitude of the property. Being a practical man and possessed of good business judgment it did not take him long to see that the failure of the Ray enterprise was due, not to a lack of merit in the mines, but to astounding mismanagement on the part of the first local managers. He discussed the matter with the Blade editor freely hence we know that he understands the situation thoroughly and will present it to the London stockholders in a proper light. We repeat here what the Blade has so often stated in the past, that the Ray mines could be made to pay large dividends if the company would only develop the property along proper lines and apply plain, practical, common sense business principles in its operations. It needs to be operated on a large scale after development, of course, the same as do all large low grade properties, with a system of ore treatment combining economy and efficiency. Under these conditions the Ray would soon become one of the great copper producing mines of the west.—Florence Blade.

To inaugurate work on the foundation for the tailings plant with which Bamberger's DeLamar mines, Nevada, are to be equipped, Frank P. Swindler, manager of the big gold bearing proposition, will leave for camp again this evening. The undertaking which will add so materially to the earnings of the company is to be rushed to earliest possible completion. According to the plans, says the Salt Lake Tribune, the auxiliary plant will be capable of reducing as heavy a tonnage, if not a larger one, than the old one, the management expecting to recover the auriferous contents from no less than 20,000 tons of tailings per month. To accomplish this as many as thirty leaching tanks will be installed, of which number eighteen will be constructed of steel, the remainder of wood. The material upon which this battery is to be fed and which promises to add so much to the earnings, will afford an average of about 25 per ton, said Manager Swindler during the day, and with the cost of leaching reduced to 60 cents, a handsome margin is assured. There will be no crushing, while the material will be handled along the most inexpensive lines.

To the ordinary method of leaching Mr. Swindler has added a number of

devices that promise a very close recovery and the metallurgist a new and most important lesson in the metallurgy of such undertakings. While the construction of the plant will not incur a large outlay, it will be deprived of nothing that can be made to add to its efficiency and to accomplish the result of which he has no doubt. Meanwhile the main plant is doing its work with most satisfactory results, and the day of dividends is getting gradually nearer.

Jerome is somewhat excited over a strike of ore made in a winze that is being sunk in the old Winingham tunnel on the Cleopatra Copper company's property. The Winingham has been run through many stringers and bunches of extraordinarily high grade ore, but no large body was encountered. A few days ago President Hull started two men at work sinking a winze on one of the rich stringers, and as depth was attained the stringer widened until it is now an ore body that fills the winze and extends in all directions therefrom. Everything now being taken from the winze is very high grade, and with depth grows richer. Many people have visited the mine, and all express themselves as believing that Mr. Hull has struck an ore body not only of great dimensions, but of very high grade. This strike means much to Jerome, as it is at her threshold and means that a smelter will soon be on the ground, the company having already picked out a site on which to erect it.—Jerome News.

To Install Briquette Plant at Gallup

The management of the Santa Fe has perfected plans which bid fair to add many millions of dollars to the value of the coal fields of the Gallup district of New Mexico, says a Chicago dispatch.

The company has completed arrangements to install near Gallup a plant for manufacturing the coal into briquettes, by which method it is expected to make the lignite product of the district into a merchantable coal of average commercial value. The experiments leading up to the proposed installation of the briquette plant were made in Germany. Several months ago the Santa Fe, which owns several thousand acres of land in the district, sent samples of the Gallup lignite coal to Germany with a view of ascertaining if there was any machinery capable of making it into briquettes.

The result was highly satisfactory. President E. P. Ripley now has a number of briquettes which were made in that country. With them came a report from the German scientists to the effect that they had a machine which was capable of briquetting the Gallup coal and refuse at an expense of 68 cents a ton, including the mining and the cost of the briquette binder. This report induced President Ripley to arrange for the installation of one of the machines, which will be accomplished next June. The Gallup lignite coal, which figured largely in the recent Colorado Fuel and Iron rebate case, is of an inferior quality, does not make steam well and is so fine that most of it passes through the screens and becomes refuse.

In the Gallup district, where the Caledonian coal company, which is suing the Santa Fe for 400,000 damages has extensive mines, there are many thousands of acres of land which are said to be underlaid with lignite coal. A great deal of the land has been developed into mining properties, and there are huge mounds of refuse, in which are many millions of tons. According to the German experts, this can be converted into fair commercial coal in the form of briquettes. The compressing of the coal makes it easy to handle, improves its quality, and the binder, or outer covering of the briquettes, adds materially to the burning and steaming qualities.

The cheapness with which the briquetting can be done opens possibilities of the Gallup coal district hitherto little dreamed of. It is the immediate purpose of the company to use the product of the first machine for fuel for the company's engines. At present good steaming coal has to be brought from a distance.

That Venture Suit.

The suit of the Venture company of London against the estate of W. S. Stratton, growing out of the sale of the Independence mine to the London syndicate, has been decided for the defendant. The claim for damages was based necessarily upon the charge that the mine was "salted" at the time it was sold. This charge was not until after Mr. Stratton's death, and consequently all the facts in the matter did not come out in the trial and may never be known to the public. The public is justified in accepting the result of the suit as a vindication of a deceased millionaire mine owner. However, some of the engineers and experts who have figured in this deal on one side or the other cannot claim complete immunity from criticism as a result of the trial. It is assumed that when Mr. Stratton sought to sell the Independence to the London promoters he arranged matters so that the mine would put its best foot foremost. If the Independence was "salted" it was to be expected that the engineer employed by the purchaser would have found it out. More than that, he should have properly discounted any favorable claims or showings made on the property by the seller. It is admitted that there was a full and ample examination of the property before it was taken over and as further evidence of Mr. Stratton's good faith he received by way of compensation a considerable amount of stock from the purchasing company. The point seems to be that Mr. Stratton tried to unload his stock at the time the promoters were anxious to hold the stock up, and it would appear that this might be the basis of the grievance that the English syndicate had against the former owner of the Independence.

The strange thing about it all is that the Independence mine has actually more than made good of all that was claimed of it at the time it was sold, and if the mine had been "salted" and the engineer was deceived thereby, the actual result was better than the purchasers had a right to expect. It looks as though this is a case where the bitter was bitten, but anyhow Mr. Stratton got his money and the English syndicate got a good mine, worth probably all they paid for it, and the public is not sorry that the syndicate was prevented from carrying on a campaign of stock manipulations which might have resulted disastrously to the investing public.

Opportunities at Home.
The average young American mining

engineer usually has a desire to leave his native country, to go into distant lands, where he may be a pioneer, and distinguish himself by overcoming great difficulties, earning fame and fortune. The idea is suggested, no doubt, by the success of a number of American engineers who went abroad and earned the much sought after fame and fortune; but the greater number of these men—all, in fact, who have made great success—have previously distinguished themselves at home, where there were difficulties, both mechanical and metallurgical, to overcome, and who had already learned their lessons in the hard school of experience after leaving the university. There are the same opportunities existing today—mines in situations remote from railroads and where conveniences are few, where special mining methods must be applied and metallurgical experiments made. Despite the advanced state of knowledge of mining and metallurgical science, mistakes appear to be of as frequent occurrence today as ever they were in the past. There is no need of a young American engineer going to Africa, to China, to the deserts of Australia, or to the towering mountains of South America, so long as so much remains to be done in the United States. There are important questions to be solved in the economy of mining and metallurgy in every western mining state—new districts to develop, new methods to discover and apply. The problem of smelter fumes is in itself a matter to engage careful attention. The fumes can be allayed in most instances by well known processes, but to accomplish this without increasing the expense of smelting, and to find a market for the several by products of these ordinary operations, is something to ponder over. In some districts metallurgical methods which will cheaply extract sufficient values from complex ores to afford a profit are greatly desired. There remain and are constantly occurring unsolved problems everywhere, and to these the young engineers should give their attention.—Mining and Scientific Press.

The Santa Fe system has just placed an order for locomotives costing 1,500,000, and also for sixty passenger coaches of the largest size, and for 5,300 freight cars of a large capacity. All of this equipment is to be delivered to the company as soon as possible. Traffic of all kinds is very heavy all along the system, and the new equipment may be utilized at this time.—Coconino Sun.

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